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MONTANA

Department Of Highways

D.B.E.

NEWSLETTER

AUGUST, 1988

Helena, Montana

The DBE Newsletter is published on a monthly basis by the Montana Department of Highways' Civil Rights Bureau to assist, inform and communicate with Disadvantaged Business Enterprises.

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1988 Montana Bid Letting Dates

The Montana Highway Commission has approved the following bid letting dates for 1988.

August 25	September 29
October 27	December 1

1988 Bid Letting Dates

Following is the 1988 schedule of bid lettings for North Dakota, South Dakota, & Wyoming:

North Dakota

September 16	November 18

South Dakota

August 17	October 18
September 27	November 15

Wyoming

August 18	November 10
September 15	December 8
October 20	

Recertified DBE Firms

The following firms were recertified as of July 13, 1988.

~Blackdigger Enterprises, Inc., Billings, MT
~DuMontier Oil Co., Ravalli, MT
~E2 Concrete Construction, Miles City, MT
~Hidatco, Inc., New Town, ND
~Mann Trucking, Wolf Point, MT
~Mary L. Craig, CPA, Helena, MT
~Poly-Carb, Inc., Solon, OH
~Ros-Mar Construction Co., Inc., Ronan, MT

New Certifications

The following new DBE firms were certified during the July 13, 1988 Certification Board Meeting.

B & M Construction
P.O. Box 505, Lincoln, MT 59639. Phone: (406)362-4400. Owner: Bette C. Love. The firm is a woman-owned highway related DBE in the area of grading, excavation, clearing & grubbing, piping, hauling & demolition.

East-West Construction, Inc.
P.O. Box 67 Froid, MT 59226. Phone: (406)963-2371 or (406) 866-3587. Owner: Gary Parenteau. The firm is a highway related DBE in the area of signing, fencing, guardrail, piping & curb & gutter.

L P Enterprises
315 Haggerty Lane, Bozeman, MT 59715. Phone (406)586-8233. Owner: Linda L. Post. The firm is a woman-owned highway reated DBE as an employment serice. The firm provides emloyees in the construction, mining & logging industries including all necessary payroll functions.

Livery Travel Corporation
P.O. Box 157, Helena, MT 59624. Phone: (406)443-1410. Owner: Pat Seiler. The firm is a woman-owned non-highway reated DBE as cruise & airline travel specialists.

Mechanical Technology, Inc.
P.O. Box 20575, Billings, MT 59104. Phone: (406)245-8340. Owner: Larry R. Olson. The firm is a non-highway related DBE as a heating, ventilating & air conditioning contractor.

Morning Star Enterprises, Inc.
P.O. Box 328, Lame Deer, MT 59043. Phone: (406)477-6253 or 477-6268. Owner Suzanne Trusler. The firm is a woman-owned DBE in the area of building contracting, Bridge construction, hauling, excavation, grading, culverts & piping.

Pierson Painting
5745 Glass Drive, Helena, MT 59601. Phone: (406)458-9222. Owner: Tona M. Pierson. The firm is a woman-owned non-highway related DBE as a painting contractor.

Certification Expiration

The following firm has allowed its certification to expire as of the July Certification Board Meeting.

~ Northwest Hydro-Mulchers, Inc., Boring, OR
~Poynter Trucking, Inc., Butte, MT
~Road Profilers, Inc., Seattle, WA
~Silver Eagle, Inc., Wolf Point, MT
~Webb-Hunt, Inc., Butte, MT

DBE Meeting Room

MDOH continues to sponsor a meeting room at the Colonial Inn, the evening prior to bid letting, during the hours of 4-6 P.M. and 8-10 P.M.

This room provides a central location for DBE's and Prime Contractors to meet and exchange information.

DBE's are encouraged to stop by and list the projects they are bidding and where they may be reached.

Attention - All Contractors and Subcontractors

EEO-5 Reports are due in the MDOH Civil Rights Bureau office by the second Friday of the following month. The reports are due for each contractor, who is active, on each project. The reporting period is May 1 through October 31. The July 1988 EEO-5 report is due in the CRB office no later than August 12. **Please make a special effort to have all reports submitted on time.**

PAYROLL DEDUCTIONS

The only legal deductions from an employee's wages are State Income Tax, Federal Income Tax, Social Security (FICA), and vacation for union signatory firms. All other deductions must be clearly identified on the payroll. Other payroll deductions must be authorized in writing by the employee. The authorization must be currently dated, explain the reason for the deduction, and must be signed by the employee. A copy of the completed authorization must accompany the first payroll which the deduction occurs.

Exception: If an employee's weekly pay has been garnisheed by appropriate authorities, the employer must provide a letter of explanation to MDOH with the first payroll on which the garnishment occurs. Do not provide copies of the garnishment documents. The contractor is to retain those documents in appropriate project payroll files.

If you have any questions concerning payroll deductions please contact the Labor Compliance Section, Civil Rights Bureau, MDOH at (406) 444-6331.

Rural Technical Assistance Program

The Rural Technical Assistance Program (RTAP) was enacted by Congress in 1982 to assist local government with technical and financial problems associated with rural transportation systems. Montana State University was accepted as one of ten originating state agencies to operate a "Technology Transfer Center." Since MSU's center opened in 1983, 44 states have developed similar centers.

In addition to publishing a quarterly newsletter on "state-of-the-art" information, the center conducts training on a wide range of topics relating to rural highways, roads and streets. The training is available to anyone associated with state or local road/street agencies, together with private contractors and engineering consulting firms. A major effort by the center is in the area of computerized management systems. It is believed that these systems can vastly improve the overall operation of most transportation construction and maintenance programs.

RURAL TECHNICAL ASSISTANCE PROGRAM

TRAINING OPPORTUNITIES FOR

CITY & COUNTY PERSONNEL SCHEDULE 1988 - 89

September 14, in Kalispell
PUBLIC WORKS SUPERVISORS WORKSHOP

A one-day meeting in conjunction with the Fifty-Seventh Annual Montana League of Cities and Towns Convention. Topics include subdivision regulations, pavement management, establishment of maintenance districts, Montana Public Works Standard Specifications, and work zone traffic control. There is also a Cracker Barrel question and answer session where participants are encouraged to present their public works problem areas to a panel for discussion. Cost: $20 one-day registration fee payable at the meeting of the League of Cities and Towns.

September 26 - 29, in Bozeman
THE FIFTY-FIFTH ANNUAL WATER AND WASTEWATER SCHOOL

For operators and public works supervisors. This is a comprehensive four-day course in the theory and practice of water and wastewater treatment. Sessions are planned for both beginning and experienced operators/managers. Attendance will satisfy the continuing education credits required by the Certification Board to maintain operator certification. The Operator Certification Exam will be given September 30. Cost: $50 per participant.

October 13, in Coeur d'Alene, Idaho
DETERIORATING INFRASTRUCTURE WORKSHOP

This one-day workshop is sponsored by the Rocky Mountain Chapter of the American Public Works Association. Sid Fredrickson, street superintendent, Coeur d'Alene, ID, is the program chairman and may be contacted at (208) 667-9533.

October 18 - 20, in Lewistown
MAINTENANCE MANAGEMENT SYSTEMS (MMS) AND EQUIPMENT MANAGEMENT SYSTEMS (EMS)

Two separate one and one-half day workshops. These systems are necessary for local road and street agencies to provide more effective management. MMS will include: setting up road maintenance performance goals and policies; defining work activities and performance standards; developing a work program and budget; distributing manpower, equipment and materials.

The EMS workshop will include: improving equipment maintenance to decrease down time and costs; implementing a system for ordering, stocking and controlling parts; achieving maximum productivity within your budget; setting up a system to plan, record, and track maintenance and use of equipment. Cost: $15 per workshop.

October 24 - 25, in Glendive; October 27 - 28, in Havre; October 31 - November 1, in Kallepell
INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION (IMSA) CERTIFICATION COURSES FOR TRAFFIC SIGNS AND MARKINGS TECHNICIANS, LEVELS I & II; TRAFFIC SIGNAL TECHNICIANS, LEVELS I & II; AND TRAFFIC SIGNAL ELECTRICIANS, LEVELS I & II

A two-day workshop, the purpose of which is to assist local agencies in lowering the likelihood of unnecessary, expensive legal actions, and to increase the quality of public safety personnel. All municipalities and counties should have at least one certified signs and markings technician. This training covers the Manual on Uniform Traffic Control Devices which every agency in Montana is required by law to follow. Participants are encouraged to sign up early so they can receive study guides prior to the workshop. This workshop will be conducted by Lee Cloninger, Traffic Unit, Montana Department of Highways. Cost: $55 per participant, includes a $45 examination fee for one examination. Participants desiring to take more than one examination will be charged $45 for each additional examination. Participants not passing an examination have the right to retest free.

November 3, in Chester; November 4, in Glasgow; November 15, in Hardin; November 16, in Bozeman
MONTANA ASSOCIATION OF COUNTY ROAD SUPERVISORS DISTRICT MEETINGS

One-day workshops covering county road issues. Roadway safety and the correct way to determine if curve signs are required, stream crossing regulations, and gravel pit operator responsibilities under the open pit mining act will be discussed. Harry Lauer, Department of Justice, Traffic Safety; Ron Marcoux, Fish Wildlife and Parks; Steve Welch, Reclamation Division, Department of State Lands; and Alan Jackson, Rural Technical Assistance Program, will be guest speakers. Cost: $10 per participant.

November 17 - 18, in Bozeman; January 26 - 27, in Bozeman
BEGINNING COMPUTER WORKSHOP FEATURING MS-DOS AND LOTUS 123

A two-day workshop geared towards anyone who works in the transportation or construction fields. The course assumes little or no prior knowledge of computers. Whether you work in a county road department, public works department or a construction agency, this course will be beneficial to you. Each participant will have a Zenith 158, IBM compatible computer to use. All participants will receive a copy of the educational Lotus 123 package along with a user's manual. Class enrollment is limited to 22 participants. Cost: $85 per participant.

December 1 - 2, in Bozeman
AMERICAN CONCRETE INSTITUTE (ACI) CERTIFICATION FOR CONCRETE FIELD TECHNICIANS – GRADE I

A two-day course developed for the purpose of certifying concrete technician personnel who will be qualified to conduct field tests on fresh concrete. These tests include slump, unit weight, air content by the pressure and volumetric methods, temperature, and the making and curing of cylinders. ACI's Certification Program consists of required written and performance examinations. Handheld calculators are required. This course is limited to 25 participants; five spaces are reserved for city and county personnel, so make your reservations early. Cost: $85 per participant.

December 14 - 16, in Bozeman (tentative)
MONTANA ASPHALT CERTIFICATION SEMINAR

A two and one-half day course to learn how to improve the quality and performance of in-place hot mix asphalt, cold recycling and chip seals. Participants will be required to pass written and performance examinations. Performance tests will be given in sample splitting and sieve analysis. The Montana Department of Highways quality control specifications will be covered in detail. Handheld calculators are required. This course is limited to 25 participants; five spaces are reserved for city and county personnel so make your reservations early. Cost: $85 per participant.

1989

January 11 - 12, in Butte; January 18 - 19, in Glasgow
CONSTRUCTION INSPECTION WORKSHOP

A two-day course covering contract documents, inspection duties and records, underground conduits embankments, subgrades, foundations, portland cement and asphalt construction. This course is prepared by the American Public Works Association (APWA). Each participant receives a comprehensive APWA workbook to keep as a reference. A final examination covering the entire course will be graded by personnel from the APWA's Education Foundation. Participants should bring handheld calculators. Cost: $70 per participant.

January 25, in Butte; February 1, in Glendive
SAFETY FEATURES FOR LOCAL ROADS AND STREETS WORKSHOP

This workshop emphasizes safety features on local roads and streets. It is an effort to assist local agency personnel in lowering the likelihood of unnecessary legal actions. Topics discussed will be clear zones, sight distance, road surfaces, slopes, signs, markings, guardrail, bridgerail, barriers and workzone flagging. The signing portion is presented by Harry Lauer, Department of Justice, Traffic Safety, and the barrier, guardrail portions are presented by Don Fenton, PE, Federal Highway Administration. Cost: $15 per participant.

February 8, in Sidney; February 15 in Missoula
BASIC SUPERVISION IN PUBLIC WORKS

A one-day program to introduce foremen and first line supervisors to the basic concepts of management and supervision in public works. Topics covered include fundamentals of supervision, role of the supervisor, employee orientation and training, planning and scheduling work, communication with others, and motivating people to work. This course is prepared by the American Public Works Association and a final examination covering the entire course will be graded by the personnel in the APWA's Education Foundation. Cost: $45 per participant.

March 14, in Billings; March 16, in Missoula
TRAFFIC OPERATIONS WORKSHOP

A one-day course regarding local highway safety studies providing simplified methods for analyzing accidents and developing safety and operational improvements. The course material has been tailored to meet the current needs of local governments in planning and developing highway or street improvements. The course combines existing methods with new approaches and emphasizes what can be done with time, funds, and engineering equipment. The results of these traffic engineering studies are low cost constructed enhancements that can significantly improve the operation of potential hazardous sections. The course will be taught by Greg Jackson, Traffic Design Unit manager, Montana Department of Highways; Harry Lauer, Engineering Bureau chief, Highway Traffic Safety Division, Department of Justice; and Alan Jackson, RTAP Director. Cost: $15 per participant.

March 22, in Bozeman
ROAD & STREET SURFACE MANAGEMENT SYSTEMS FOR CITIES AND COUNTIES

A one-day course covering the different types of pavement management systems available for low volume roads to include local Montana examples. Pavement condition surveys, rating procedures, maintenance and repair guidelines, and economic analysis of alternatives will be discussed. Both manual and computerized pavement management systems will be covered. Cost: $20 per participant.

April 5, in Billings; April 7, in Helena
TECHNIQUES FOR PAVEMENT MAINTENANCE AND REHABILITATION WORKSHOP

A one-day course to familiarize the working maintenance technician and the first-line supervisor with the need for prompt, quality pavement maintenance, and how to recognize pavement defects and contributing causes. It will provide information on how to determine when maintenance or rehabilitation is needed and how to select the right alternatives. The proper construction and workmanship procedures for good performance will be explained. Bud Brakey, Asphalt Institute engineer, will conduct the seminar. Cost: $40 per participant.

April 12 - 14, in Lewistown
MONTANA ASSOCIATION OF COUNTY ROAD SUPERVISORS (MACRS) ANNUAL CONFERENCE

This conference is sponsored annually by MACRS to enable people involved in transportation to exchange ideas and information on a variety of transportation topics. Participants learn better ways of doing things and also learn where to go if outside help is needed.

April 18 - 20, in Douglas, Wyoming
22ND ANNUAL ROCKY MOUNTAIN CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION SPRING CONFERENCE AND EQUIPMENT SHOW

For all persons interested in Public Works activities from Montana, Idaho and Wyoming. Topics in Municipal Engineering, Solid Wastes, and Street Programs, as well as a variety of other topics in the General Session are presented.

NUCLEAR GAUGE CERTIFICATION WORKSHOPS

A one-day certification course designed for operators using the Troxler 3411 model gauges. Operators must pass two written tests and a practical exercise. This course is taught on demand and can be taught on location provided there are at least six participants. Requires no more than two operators per gauge to fulfill the hands on training requirement. Handheld calculators are required. This course fulfills the Nuclear Regulatory Commissions requirement for training in gauge safety, maintenance and operator use. Cost: $20 per participant in Bozeman.

NOTE: Costs for all courses include handouts plus lunch and coffee breaks.

TO REGISTER: Contact Rita Schilz or Alan Jackson at (800) 541-6671 or (406) 994-6100.

The Montana Technical Assistance Program (RTAP) is a non-profit organization, funded by the Federal Highway Administration, a portion of Montana's gas tax revenues, and Montana State University. The program is administered through the Montana Department of Highways. The purpose of RTAP is to give technical assistance to city and county officials concerning transportation. In doing so RTAP promotes more efficient use of these agencies' scarce resources. Although we mainly cater to the needs of city and county personnel, we also encourage consultants, contractors, Montana Department of Highways and other governmental personnel to attend courses sponsored by RTAP. This promotes the sharing of information and innovative ideas.

NATIONAL UNIFORM M/WBE CERTIFICATION

.....by Ronald Ewart Zanders, Managing Director, Zanders & Co.

What is M/WBE Certification?

Minority or women-owned business enterprise (M/WBE) certification is the process used by governmental agencies and private organizations to determine the eligibility of M/WBEs to participate in special M/WBE contracting opportunities, such as set-asides or participation goals programs, such as financing or technical assistance. Effective M/WBE certification is essential to insure that only bona fide M/WBEs participate in these programs and that front companies be identified and eliminated.

Why is National Uniform M/WBE Certification Needed?

M/WBE certification is now being performed by many cities, counties, states and federal government departments, agencies, and authorities and by many private businesses and other organizations throughout the nation. The vast majority of these certifying agencies use different certifying policies, applications, and procedures. As such, the quality of certification programs varies widely among certifying agencies and the cost to M/WBEs and certifying agencies are very high.

Because the quality of certification programs varies widely, there is little or no opportunity for one program to accept certification results from another program, thereby reducing the amount of effort required by all certification programs collectively.

It has been estimated that each year entrepreneurs in New Jersey, for example, spend an average of $5,000 to demonstrate that they qualify for these programs designed to foster growth and development of their businesses. These costs could be reduced substantially through an effective national uniform certification program.

What Will National Uniform M/WBE Certification Do?

National uniform M/WBE certification is a program directed at insuring that all certification programs establish and achieve a minimum standard level of quality and at reducing the costs of certifications.

A minimum standard level of quality among programs would permit individual programs to readily accept certifications performed by other programs. This would reduce the total number of certification costs.

What Has Been Done So Far?

Several individual certifying agencies sharing common functional interests have implemented or taken steps to develop certification standards for common use among some or all of its associates, such as the U.S. Department of Transportation, National Minority Supplier Development Council,

American Public Transit Association (APTA), and the American Contract Compliance Association (ACCA).

At the same time, many states have developed and implemented state-wide uniform certification programs, such as New Jersey, New York, and Massachusetts. Much progress has been made towards the goals of uniform certification by these organizations but much work remains to be done.

What is Needed Now?

The development and implementation of national uniform certification precedent to national uniform certification.

The certification process is performed by certifying agency and, in general, consists primarily of a review of information and documentation provided by the M/WBE to the certifying agency. It may also include a visit by the certifying agency to the M/WBE business location for an on-site review of its operations, facilities and equipment, and for additional information and documentation.

The certification process used by each certifying agency is determined by the unique policies, procedures, and application of the certification program of each agency. As a result of many different policies, procedures, and applications, there are may different processes in practice throughout the nation today.

Many certification program administrators feel that their indivIdual program is the best program or is the only way to implement a good program and are reluctant or frequently refuse to make some changes in their program to accommodate new standards.

The Policies and procedures of some programs are required by existing laws and/or regulations covering the programs which either prevent or require much effort for certain changes, even when desired by program administrators.

Therefore, national certification policies, procedures, and application must be detailed, comprehensive and flexible to be widely acceptable. They must be detailed to ensure consistent interpretation and application and the must be comprehensive to be capable of meeting the needs of the more rigorous and demanding existing certification programs. At the same time they must be flexible to allow for the special situations or conditions that cause variations in local programs, such as existing laws and regulations.

For National certification to accommodate any local variations with a full understanding of the limitations imposed by special local situations or conditions, these variations must be fully identified and associated with these certifications at the national level at all times. Since local variations will burden the national program, they should be avoided where possible and minimized other-

wise.

What's Happening Now?

The first National Uniform M/WBE Certification Conference was hosted by and held in the City of Houston, April 20-23, 1988.

The conference was attended by representatives from over thirty states which demonstrated the widespread interest and commitment to this program. The salient results of the conference included a proposed application, desk audit, financial audit, and site visit procedures. It is planned that the result of the conference will be covered in detail at the upcoming second National Conference of the American Contract Compliance Association to be held in Fort Worth, September 12-16, 1988.

A certification model developed by the American Public Transit Association containing detailed policies, procedures, and an application is now expected to be completed this summer. While this model is designed to meet the needs of APTA members, based on a review of a preliminary model, it also represents a substantial step towards national uniform certification and should be considered in the development of any final national uniform certification model.

What's Next?

Achieving wide-spread acceptance and implementation of a nation uniform M/WBE certification program model will probably take two to three years and require considerable effort.

The acceptance and implementation to the national uniform certification model will require resources to provide for dissemination of information, organizational and individual orientation, and training in the new policies and procedures. The amount of resources required for its implementation by an agency will depend on how much change must be made in the current policies and procedures of the agency to conform to the new model.

Also, because some M/WBEs may then be required to reapply for certification under a more rigorous and demanding program, some dissemination of information and orientation may be necessary that covers the benefits of the new program and application assistance for the M/WBEs.

The development and implementation of national uniform certification policies, procedures, and application is necessary but not sufficient to ensure an effective national uniform certification program.

After implementation of the new policies, procedures, and application, a quality control system should be developed and implemented to ensure that the new policies and procedures are routinely being performed in an effective manner at all times. For example, each certification

analyst may be expected to be thoroughly familiar with and required to demonstrate a minimum working knowledge of generally accepted certification principles.

The Goal?

The underlying goal of efforts to establish a nation uniform M/WBE certification program are the same as those of the special M/WBE contracting opportunities and assistance programs. It is intended to support, that is, to provide for economic development in minority and women business communities.

An effective national uniform M/WBE certification program provides for more contracting opportunities for bona fide M/WBEs at lower certification costs to M/WBEs, thereby supporting M/WBE economic development.

INVITATIONS TO BID

2:00 PM Aug 16, 1988, Est: $1-$5 Mil
Malmstrom AFB, Crew Readiness Facil
Bid opg offc of ownr. Ownr: US Army, Seattle Dist. Corps of Engrs, 4735 E Marginal Way South, Box C-3755, Seattle, WA 98234-2255, (206)764-3515 or 3516.

2:00 PM Aug 16, 1988, Est: $2.5-$5 Mil
Hill Cnty, Havre AFS Roads
Contact ownr for bid opg place. Ownr: US Dept of Transportation, Fed Hiwy Admin, Western Direct Federal Div, Contracts Section, 610 E 5th St, Vancouver, WA 98661, (206)696-7520.

2:00 PM Aug 16, 1988
Bid opg offc of ownr. Extd from Aug. 12. Ownr: Matl Park Svc, Rocky Mtn Region-AC, 12795 W Alameda Pkwy, Box 25287, Denver, CO 80225-0287, (303)969-2797.

Aug 16, 1988
Ravalli Cnty, Admin Site Paving
Bid opg offc of ownr. Extd from Aug 9. Ownr: USFS, Lolo Natl Forest, Fort Missoula, Bldg 24, Missoula, MT 59801, (406)329-3764.

Aug 16, 1988, Est: $1-$5 Mil
Malmstrom AFB, Topographical Repairs
Bid opg offc of ownr. Ownr: Contrg Div, Bldg 145, Rm 107A, Malmstrom AFB, MT 59402, (406) 731-2897, attn: Bill Martin.

2:00 PM Aug 17, 1988, Est: $500,-$1 Mil
Malmstrom AFB, Alter Trainer, Rebid
Bid opg offc of ownr. Extd from Aug 9. Ownr: US Army, Seattle Dist, Corps of Engrs, 4735 E Marginal Way South, Box C-3755, Seattle, WA 98124-2255, (206)764-3515 or 3516.

3:00 PM Aug 17, 1988
Cascade, Post Office
Bids will be received by ownr until 3pm (No public bid opening). Ownr: USPS - Procurement/Material Mgmt, Box 26835, 136 E South Temple - #1100, SLC, UT 84126-0825, (801)530-5971, Attn: Jean Jackson.

Aug 17, 1988, Est: $100,-

#250,000
Missoula Cnty, Lolo Creek Rds
Bid opg offc of ownr. Ownr: USFS, Lolo Natl Forest, Fort Missoula, Bldg 24, Missoula, MT 59801, (406)329-3764.

Aug 17, 1988, Est: $250-$500,000
Malmstrom AFB, Repair Tanks
Bid opg offc of ownr. Ownr: Contrf Div, Bldg 145, Rm 107A, Malmstrom AFB, MT 59402, (406)731-2981, attn: Kathleen Benson.

3:00 PM Aug 18, 1988, Est: $300-$375,000
Missoula, Replace Roof
Bid opg offc of ownr. Pre-Bid Conf: MANDATORY-9am Aug 9-arrange with K Holbrood (801)530-5958. Ownr: USPS - Procurement/Material Mgmt, Box 26825, 136 E South Temple - #1100, SLC, UT 84126-0825, (801)530-5976, attn: Ed Strain.

3:00 PM Aug 18, 1988, Est: $175-$225,000
Helena, Replace Roof/Post Office
Mandator Pre Bid Conf: 2 pm Aug 9, at Helena Post Office. Ownr: USPS - Procurement/Material Mgmt, Box 26825, 136 E South Temple - #1100, SLC, UT 84126-0825, (801)530-5966, attn: Jean Jackson.

3:00 PM Aug 18, 1988, Est: $300,-$375,000
Missoula Replace Roof
Bid opg offc of ownr. Pre-Bid Conf: MANDATORY-9 am Aug 9-arrange with K Holbrood (801) 503-5958. Ownr: USPS - Procurement/Material Mgmt, Box 26825, 136 E South Temple - #1100, SLC, UT 84126-0825, (801)530-5970, attn: Tim Bonsall.

Aug 18, 1988
Crow Agency/Pryor, Hospital Misc RPRS
Bid opg offc of ownr. Ownr: Health-Human Svcs Dept, Public Health Svc, Engrg Svcs Offc, Region X, 2901 3rd Ave, M/S 203, Rm 205, Seattle, WA 98121, (206)442-0886, attn Judi.

2:00 PM Aug 19, 1988
Busby, Asbestos Removal
Bid opg offc of ownr. Extd from July 20. Ownr: BIA, Billings, MT 59101, (406)657-6313, attn: Lowell Azure.

2;00 PM Aug 19, 1988
Malmstrom AFB, Renov Bldg 3065
Bid opg offc of ownr. Extd form July 28. Ownr: Contrg Div, Bldg 145, Rm 107A, Malmstrom AFB, MT 59402, (406) 731-2981, attn: Kathy Benson.

Aug 22, 1988, Est: $100,-$250,000
Granite Cnty, Road Reconstn
Bid opg offc of ownr. Ownr: USFS, Gallatin Natl Forest, Box 130, Bozeman, MT 59715, (406)587-6763.

2:00 PM Aug 23, 1988, Est: $100-$250,000
Libby Dam, Spillway Gate Repainting
Bid opg offc of ownr. Ownr: US Army, Seattle Dist. Corps of Engrs, 4735 E Marginal Way South, Box C-3755, Seattle, WA 98124-2255, (206)764-3515 or 3516.

2:00 PM Aug 23, 1988
Sidney, Windows/Insulate
Bid opg offc of ownr. Ownr: US Agriculture Dept, agricutural Research Svc, No Plains Area,

2625 Redwing Rd, Ste 350, Ft Collins, CO 80526, (303)229-5517, attn: Dick Jansen.

Aug 23, 1988, Est: $100,-$250,000
Malmstrom AFB, Mechanical Refurbishment
Bid opg offc of ownr. Ownr: Contrg Div, Bldg 145, Rm 107A, Malstrom AFB, MT 59402, (406)731-2981, attn: Maggie Peluso.

Aug 23, 1988, Est: $100,-250,000
Poplar, Upgrade Hvac Syst
Bid opg offc of ownr. Ownr: Health-Human Svcs Offc, Region X, 2901 3rd Ave, M/S 203, Rm 205, Seattle, WA 98121, (206) 442-0886.

Aug 23, 1988, Est: $100,-$250,000
Ravalli Cnty, Irrig Water Conveyance
Bid opg offc of ownr. Ownr: USDA, Soil Conservation Svc, Fed Bldg, 10 E Babcock St, Rm 443, Bozeman, MT 59715-4704, (406)587-6863/6821.

Aug 24, 1988, Est: $25,-$100,000
Sanders Cnty, Vermilion Rd Reconstn
Bid opg offc of ownr. Ownr: USFS, Kootenai Natl Forest, 506 US Highway 2 West, Libby, MT 59923, (406)293-6211.

Aug 25, 1988
Carbon Cnty, Rimrock Trail Bridge
Bid opg offc of ownr. Bid date is tenative. Extd from Jul 28. Ownr: USFS, Gallatin Natl Forest, Box 130, Bozeman, MT 59715, (406)587-6763.

10:30 AM Aug 30, 1988
Phillips Cnty, Tarawa Reservoir RPR
Bid opg offc of ownr. Ownr: BLM, D-551-A, Bldg 50, Denver Fed Center, Denver, CO 80225-0047, (303) 236-6500.

Aug 30, 1988, Est: $100,-$250,000
Lame Deer, Quarters Vestibules
Bid opg offc of ownr. Ownr: Health-Human Svcs, Public Health Svc, Engrg Svcs Offc, Region X,2901 3rd Ave. M/S 203, Rm 205, Seattle, WA 98121, (206)442-0886, attn: Valerie.

2;00 PM Sep 1, 1988, Est: $1-$2 Mil
Beaverhead Cnty, Wise River-Polaris Rd
Contact ownr for bid opg place. Bid date is tentative. Ownr: US Dept of Transportation, Fed Highway Admin, Western Direct Fed Div, Contracts Section, 610 E 5th St, Vancouver, WA 98661, (206) 696-7520.

Sep 8, 1988
Lincoln Cnty, Libby Shop Elec/Mech
Bid opg offc of ownr. Ownr: USFS, Kootenai Natl Forest, 506 US Highway 2 West, Libby, MT 59923, (406)293-6211.

The above bids were excerpted from the Intermountain Contractor Magazines.

Section 1.1

INVITATION FOR BIDS

Sealed Bids, entitled "Billings Logan International Airport, Earthwork and Drainage - Runway 7/25, AIP-07 ", addressed to the City Clerk of the City of Billings, Montana, will be received at the Office of the City Clerk in City Hall, Billings, Montana, until 2:00 o'clock p.m., Tuesday, August 23, 1988 and then publicly opened and read aloud.

The Bid Schedule Descriptions are following:

Schedule I	Runway 7/25 and Taxiway Earthwork and Base Course (150' Safety Area)
Schedule IA	Runway 7/25 and Taxiway Earthwork and Base Course (300' Safety Area)
Schedule II	Detention Pond, Earthwork, Storm Drains and Appurtenances (150' Safety Area)
Schedule IIA	Detention Pond Earthwork, Storm Drains and Appurtenances (300' Safety Area)
Schedule III	Storm Drains - Manhole G9 to G16

The bidder must list the schedule(s) for which they are submitting a bid on the outside of the envelope.

A complete set of Plans, Specifications and Contract Documents may be obtained at the office of HKM Associates, Airport Industrial Park, P.O. Box 31318, Billings, Montana 59107. Copies of these documents may be obtained at the said office by deposit of $50.00 for each set, paid in cash or check, made payable to HKM Associates. All actual bidders will be refunded $50.00 of their deposit upon return of documents in good condition within 10 days after the date of bid opening.

All bids and proposals for the construction of any public contract project shall contain a statement showing that the bidder or CONTRACTOR is duly and regularly licensed under the laws of the State of Montana, and the number and class of such license shall appear upon such bid or proposal, and no contract shall be awarded to any CONTRACTOR unless he is the holder of a license in the class within which the value of the project shall fall, all as defined by MCA 15-50-101.

Each bid or proposal must be accompanied by a Certified Check, Cashier's Check, or Bid Bond payable to the "The City of Billings", Montana, in an amount not less than Ten percent (10%) of the total amount of the bid.

After a contract is awarded, the successful bidder will be required to furnish a Performance Bond and a Labor/Materials Payment Bond in the amount of 100 percent of the contract

amount. Insurance as required shall be provided by the successful bidder(s) and Certificate(s) of Insurance shall be provided.

All bidders are advised to examine the site to become familiar with all site conditions.

Any questions regarding bids are to be directed to the office of HKM Associates, for interpretation.

All labor on the project shall be paid no less than the minimum wage rates established by the U.S. Secretary of Labor or prevailing wages as determined by the State of Montana.

No bid may be withdrawn after the scheduled time for the public opening of bids which is 2:00 o'clock P.M., Tuesday, August 23, 1988.

The project will be shown to interested bidders at 1:30 P.M., Friday, August 12, 1988 in the Airport Conference Room, Downstairs, Logan Field Terminal Building Billings, MT.

The proposed contract is under and subject to Executive Order 11246 of September 24, 1965, as amended, and to the Equal Employment Opportunity (EEO) and Federal Labor Provisions.

Each Bidder must supply all the information required by the bid documents and specifications. Failure to do so will render bid non-responsive.

The EEO requirements, labor provisions and wage rates are included in the specifications and bid documents and are available for inspection at the office of the Director of Aviation and Transit, Billings Logan International Airport.

Each bidder must complete, sign and furnish with his bid a "Certification of Nonsegregated Facilities" and a statement entitled "Bidders Statement on Previous Contracts Subject to EEO Clause," as contained in the bid proposal.

A CONTRACTOR having 50 or more employees and his subcontractors having 50 or more employees and who may be awarded a subcontract of $50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the specifications.

Where the bid of the apparent low responsible bidder is in the amount of $1 million or more, the bidder and his known first-tier subcontracts which will be awarded subcontracts of $1 million or more will be subject to full, on-site, pre-award equal opportunity compliance reviews before the award of the contract for the purpose of determining whether the bidder and his subcontractors are able to comply with the provisions of the equal opportunity clause.

To be eligible for award each bidder must comply with the affirmative action requirements which are contained in the specifications.

Minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award of any contract entered into pursuant to this advertisement.

This contract will be funded in part by a grant from the Federal Aviation Administration. In accordance with federal requirements, the "The City of Billings" has determined that this contract has subcontracting possibilities and has, therefore, established a goal on this contract of 10% for the DBE goals. All prospective bidders are directed to the Instructions for Bidders with regard to the procedures the "The City of Billings" will utilize to achieve these goals.

The right is reserved to reject any or all proposals received, to waive irregularities, to postpone the award of the contract for a period of not to exceed sixty (60) days, and to accept that proposal which is in the best interests of the City of Billings, Montana.

Women will be afforded equal opportunity in all areas of employment. However, the employment of women shall not diminish the standards or requirements for the employment of minorities or Disadvantaged Business Enterprise.

The "City of Billings" is an Equal Opportunity Employer. Published at Billings, Montana, August 3, 11, & 18, 1988.

Airport Department

_____ Copies

City Clerk
P. O. Box 1178
Billings, MT 59103

INVITATION FOR BIDS

LETTING OF AUGUST 25, 1988

Notice is hereby given that sealed bids for the construction of the improvement hereinafter described will be received by the State of Montana, Department of Highways, Contract Plans Section, at the office of said Department at 2701 Prospect in Helena, Montana until 12:00 NOON on August 24, 1988. Bids received in Helena by 12:00 NOON will be taken to Bozeman, Montana. Sealed bids may also be hand delivered for acceptance to the Department of Highways' desk at the Holiday Inn, #5 Baxter Lane, in Bozeman, only between the hours of 8:30 a.m. and 9:00 a.m. on August 25, 1988. All bids will be publicly opened and read at 9:00 a.m. on August 25, 1988 at the Holiday Inn.

Bid proposals, plans, cross-sections or machine tabulations and full instructions to bidders are on file for examination and may be obtained from the Contract Plans Section. These documents may be requested by mail (see enclosed requisition form) or by calling 444-6215, Area Code 406. Proposals will not be furnished to contractors after 5:00 p.m. preceding the date of the letting.

Cost for these documents vary with each project and is quoted in the project information contained herein. There will be no refund allowances for documents ordered and returned as the price quoted is the actual cost of printing only. Please make all checks payable to the State of Montana, Department of Highways.

Persons or firms desiring to qualify or bid on highway construction on the basis of a joint venture shall declare their intention by executing a "Declaration of Joint Venture and Power of Attorney." Joint Venture affidavits must be filed with the Contract Plans Section no later than 3:00 p.m. preceding the date of the letting.

Any contract entered into pursuant to this advertisement is subject to all appropriate Federal Laws, including Title VI of the Civil Rights Act of 1964.

The Department of Highways hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color or National origin in consideration of an award. In addition, the successful bidder shall pay the minimum wage rates set out in the bid proposal.

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

Ilert Hellebust, Chairman
Montana Highway Commission

Gary J. Wicks
Director of Highways

1. RTF-BRF 8-1(13)11

The Grading, Aggregate Surfacing, Plant Mix Bituminous Surfacing, and a structure over the Little Blackfoot River on 12.0 miles of the Avon to Elliston Road in Powell County.

The project begins approximately 1½ miles west of Avon and extends southeasterly.

Involving about: 24.4 Cr. Mi. Bluetop Staking, Lump Sum Bridge Survey, 708,095 Cu. Yd. Excavation, 43,808 Cu. Yd. Topsoil, 788,697 Cu. Yd. Roadbed Compaction, 40 Cu. Yd. Structure Excavation, 48 Hour Equipment, 136,076 Tons Crushed Aggregate, 687 Tons Hydrated Lime, 50,920 Tons Plant Mix, 3,056 Tons Asphalt Cement (85-100), 414 Tons Liquid Asphalt (MC-70), 508 Tons Emulsified Asphalt (CRS-2), 15,467 Gals. Emulsified Asphalt (SS-1), 173.5 Cu. Yd. Concrete, Lump Sum Remove Structure, Lump Sum Detour - Const., Maintain & Remove, Lump Sum Remove Fuel Tanks, Lump Sum Remove Structure & Obstructions, 420 Ln. Ft. Prestressed Beams, 19,985 Lbs. Reinforcing Steel, 595 Lbs. Structural Steel, 900 Ln. Ft. Steel Pipe Pile, 12 Each Elastomeric Bearing Dev., 176 Ln. Ft. Ins'all Pipe Culvert, 6,174 Ln. Ft. Drainage Pipe, 1,988 Ln. Ft. Steel Guardrail, 12 Each Guardrail End Anchor, 12 Unit Bridge Approach Section, 400 Sq. Yd. Erosion Control Blanket, 57,519 Ln. Ft. Drill Presplitting Holes, 495 Cu. Yd. Bedding Material, 1,040 Ln. Ft. Cable Guardrail, 168 Ln. Ft. Cable End Anchor, 3,336 Rod Fence, 600 Rod Temporary Fence, 349 Each Fence Panel, 584 Ln. Ft. Gates, 84.6 Acre Seed, 84.6 Acre Fertilizer, 75 Hour Condition Seedbed, 10.6 Acre Mulch, 466 Cu. Yd. Riprap, 408 Sq. Ft. Aluminum Signs, 67 Each Remove Signs, 858 Ln. Ft. Treated Timber Poles, 2,305 Lbs. Steel Posts, 405 Each Delineator, 380 Sq. Yd. Construction Fabric, 12 Each Deadman, 3 Each Reset Gates, 10 Units Channel Restoration, 1,500 Ln. Ft. Remove Guardrail, 620 Ln. Ft. Bituminous Curb, 15 Acre Wetland Construction, 5 Each Cattle Guards, 2 Remove Cattle Guards, 1 Reset Cattle Guard, 8 Cu. Yd. Bank Protection, 8 Reset Signs, 4 Gals. Words & Symbols - Paint, 274 Sq. Ft. Words & Symbols - Plastic, 16,629 Ln. Ft. Plastic Striping, Lump Sum Abandon Water Well and other items. Contract to be completed in 150 Working Days. The estimated construction cost of this project is between $3,000,000 and $8,000,000.

Subsurface investigation data is available for inspection and review in the Geology Section of the Materials Division at the Highway Complex, Helena, Montana. The Disadvantaged Business Enterprises contract goals required for this contract are 8%.

Cost of plans and proposal $17.00 per set. Cross sections $69.50 per set. This project is under the jurisdiction of the Butte District Engineer.

2. HES 16-1(26)3

The installation of Traffic Control Devices at the intersection of Main Street and Logan Lane in the City of Billings in Yellowstone County.

Involving about: 132 Cu. Yd. Excavation, 50 Tons Crushed Aggregate, 50 Tons Plant Mix, 12 Ln. Ft. Remove Median Curb, 37 Sq. Yd. Sidewalk, 147 Ln. Ft. Curb Conc. Median, 111 Ln. Ft. Curb & Gutter - Conc., Lump Sum Landscaping, 470 Ln. Ft. Conduit, 1 Each Pull Box, 870 Ln. Ft. Copper Cable, 230 Ln. Ft. Copper Conductor, 57 Sq. Ft. Aluminum Signs, 1 Each Remove Signs, 340 Lbs. Steel Posts, 2 Each Delineator, 6 Cu. Yd. Foundation Concrete, 1 Each Contr. Cab Pedestal, 1 Each Serv. Assemb. - 60 AMP, 1 Each Photo Elect. Control, 10 Each Sig.-Traff. 3 Col. 1-way 12-12-12, 2 Each Sig.-Traff. 3 Col. 1-way 8-8-8 Install, 4 Each Sig., Pedestrian Type 2, 1 Each Contrlr/Traff.-Actuat. Ty. 4-A Install, 1 Ea. Sig. Stand. Type 1-100, 2 Each Sig. Standard - Install, 2 Each Sig. Stand. 2-A DBL Mastarm, 6 Each Detector Loop, 365 Ln. Ft. Detect./Loop Shld. Cable, 4 Each Push/Button - Pedest., 645 Sq. Ft. Words/Symbols - Plastic, 1,732 Ln. Ft. Striping - Plastic, 664 Ln. Ft. Reset Curbs and other items. Contract to be completed in 45 Working Days. The estimated construction cost of this project is between $50,000 and $150,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 0%.

Cost of plans and proposal $5.00 per set. This project is under the jurisdiction of the Billings District Engineer.

3. BRF 48-1(7)5

The construction of a 40.0' (0.007 Mile) prestressed concrete girder bridge (over Low Line Ditch) and the approaches thereto on the 5 mile north of Hardin Road in Big Horn County.

The project begins approximately 5 miles North of Hardin on State Highway 47, and extends 0.13 mile.

Involving about: Lump Sum Bridge Survey, 542 Cu. Yd. Excavation, 40 Cu. Yd. Structure Excavation, 2,240 Tons Crushed Aggregate, 512 Tons Plant Mix, 2 Tons Liquid Asphalt (MC-70), 5 Tons Emulsified Asphalt (HF-100), 271 Gals. Emulsified Asphalt (SS-1), 87.5 Cu. Yd. Concrete, Lump Sum - Detour, Const., Maintain & Remove, Lump Sum Remove Structure, 11,778 Lbs. Reinforcing Steel, 535 Lbs. Structural Steel, 250 Ln. Ft. Steel Bearing Pile, 10 Each Elastomeric Bearing Dev., 550 Ln. Ft. Steel Guardrail, 4 Each Guardrail End Anchor, 4 Unit Bridge Approach Section, Lump Sum - Transp. & Erect Beams, 44 Rod Fence, 10 Rod Temporary Fence, 9 Each Fence Panel and other items. Contract to be completed in 60 Working Days. The estimated construction cost of this project is between $75,000 and $225,000.

Subsurface investigation data is available for inspection and review in the Geology Section of the Materials Division at the Highway Complex, Helena, Montana. The Disadvantaged Business Enterprises contract goals required for this contract are 5%.

Cost of plans and proposal $5.00 per set, including cross sections. This project is under the jurisdiction of the Billings District Engineer.

4. F-FH 50-1(8)1

The Plant Mix Bituminous Overlay on 8.0 miles of the West Yellowstone - North (US-191) Road in Gallatin County beginning at West Yellowstone and extends northerly 8.0 miles.

Involving about: 1.5 Cr. Mi. Bluetop Staking, 35,471 Cu. Yd. Excavation, 8,947 Tons Crushed Aggregate, 10,755 Gals. Rejuvenating Agent, 589 Tons Hydrated Lime, 39,267 Tons Plant Mix, 2,360 Tons Asphalt Cement (85-100), 33 Tons Liquid Asphalt (MC-70), 309 Tons Emulsified Asphalt (CRS-2), 13,525 Gals. Emulsified Asphalt (SS-1), 50,756 Sq. Yd. Cold Milling, 1.65 Acre Clearing, 20,379 Sq. Yd. Remove Bituminous Surfacing, 650 Ln. Ft. Remove Bituminous Curb, 28 Ln. Ft. CSP Culvert, 3,913 Ln. Ft. Steel Guardrail, 20 Each Guardrail End Anchor, 8 Unit Bridge Approach Section, 343 Ln. Ft. Revise Br. Rail, 85.5 Ln. Ft. Joint Seals, 3,475 Ln. Ft. Remove Guardrail, 5.6 Acre Seed, 5.6 Acre Fertilizer, 6 Hour Condition Seedbed, 279 Sq. Ft. Aluminum Signs, 39 Each Remove Signs, 308 Ln. Ft. Treated Timber Poles, 687 Lbs. Steel Posts, 247 Each Delineator, 27,969 Sq. Yd. Construction Fabric, 725 Ln. Ft. Bituminous Curb, 151 Sq. Ft. Words & Symbols - Plastic, 20,133 Ln. Ft. Striping - Plastic and other items. Contract to be completed in 75 Working Days. The estimated construction cost of this project is between $1,000,000 and $3,000,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 6%.

Cost of plans and proposal $6.00 per set. This project is under the jurisdiction of the Butte District Engineer.

5. F 52-1(5)11

The placement of riprap, embankment and guardrail on 2.6 miles of Montana Highway 35 in Lake county.

Project begins on Highway 35, northeast of Polson, and extends north to Blue Bay.

Involving about: 7,020 Cu. Yd. Excavation, Lump Sum Topsoil, 2,294 Tons Crushed Aggregate, Lump Sum Remove Dock, 132 Ln. Ft. CSP Culvert, 13,150 Ln. Ft. Steel Guardrail, 12 Each Guardrail End Anchor, 648 Each Guardrail Posts, 1 Acre Seed, 1 Acre Fertilizer, 19,696 Cu. Yd. Riprap, 26,030 Sq. Yd. Construction Fabric, 2,656 Sq. Yd. Erosion Control Blanket and other items. Contract to be completed by June 1, 1989. The estimated construction cost of this project is between $300,000 and $900,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 10%.

Cost of plans and proposal $8.50 per set, including cross sections. This project is under the jurisdiction of the Missoula District Engineer.

6. F 60-2(22)91 U-2

The installation of underground interconnect cable, signing and traffic signals at various intersections on 10th Avenue South from 26th Street to 49th Street in Great Falls, Cascade County.

Involving about: 96 Ln. Ft. Conc. Median, 10.6 Cu. Yd. Foundation Concrete, 10,000 Ln. Ft. Conduit, 35 Each Pull Box, 10,750 Ln. Ft. Copper Cable, 450 Ln. Ft. Copper Conductor, 58 Sq. Ft. Aluminum Signs, 60 Ln. Ft. Treated Timber Poles, 2 Each Controller Cab Pedestal, 2 Each Service Assembly, 8 Each Traffic Signals, 12 Each Install Traffic Signals, 12 Each Pedestrian Signals, 4 Each Install Contr./Traffic-Actuated, 8 Each Install Signal Standard, 9 Each Detector Loop - Quadrupole, 650 Ln. Ft. Detector Loop Shielded Cable, 4 Each Pedestrian Push Buttons and other items. Contract to be completed in 75 Working Days. The estimated construction cost of this project is between $200,000 and $600,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 0%.

Cost of plans and proposal $5.00 per set. This project is under the jurisdiction of the Great Falls District Engineer.

7. HES 4141(43)

The slope flattening on 0.2 mile of the North of Roundup Road on U.S. 87 in Musselshell County. The project is located approximately 14 miles north of Roundup and extends north.

Involving about: 4,097 Cu. Yd. Excavation, 92 Rod Fence, 6 Each Fence Panel, 92 Rod Remove Fence and other items. Contract to be completed in 30 Working Days. The estimated construction cost of this project is between $12,000 and $36,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 0%.

Cost of plans and proposal $5.00 per set. This project is under the jurisdiction of the Billings District Engineer.

8. BR 9039(8)

The construction of two 112.5' Bridges Over Clark Fork River - 5 Miles North of Deer Lodge and the grading and aggregate surfacing of the approaches thereto in Powell County.

The project is located on a county road approximately 5 miles north of Deer Lodge beginning at the frontage road and extending west 0.4 mile.

Involving about: 0.4 Cr. Mi. Bluetop Staking, Lump Sum Bridge Survey, 20,103 Cu. Yd. Excavation, 1,316 Cu. Yd. Topsoil, 70 Cu. Yd. Structure Excavation, 4 Hour Equipment, 2,556 Tons Crushed Aggregate, 294.9 Cu. Yd. Concrete, Lump Sum Detour Const., Maintain & Remove, Lump Sum Remove Structures, 51,347 Lbs. Reinforcing Steel, 84,873 Lbs. Structural Steel, 1,288 Ln. Ft. Steel Pipe Pile, 32 Each Elastomeric Bearing Dev. 268 Ln. Ft. Drainage Pipe, 325 Ln. Ft. Steel Guardrail, 8 Each Guardrail End Anchor, 60 Cu. Yd. Bedding Material, 203 Rod Fence, 73 Rod Temporary Fence, 48 Each Fence Panel, 2.4 Acre Seed, 2.4 Acre Fertilizer, 2 Hour Condition Seedbed, 468 Cu. Yd. Riprap, 49 Sq. Ft. Aluminum Signs, 10 Each Remove Signs, 52 Ln. Ft. Treated Timber Poles, 128 Lbs. Steel Posts, 665 Sq. Yd. Construction Fabric, 4 Each Reset Gate and other items. Contract to be completed in 120 Working Days. The estimated construction cost of this project is between $225,000 and $675,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 5%.

Cost of plans and proposal $8.00 per set, including cross sections. This project is under the jurisdiction of the Butte District Engineer.

9. IR 000B(15)

The Rest Area Rehabilitation at the Dearborn Rest Area and the Teton Rest Area in the Great Falls District.

The Dearborn Rest Area is located in Lewis & Clark County on Interstate 15 approximately 13 miles northeast of Wolf Creek.

The Teton Rest Area is located in Teton County on Interstate 15 approximately 6 miles north of Dutton.

Involving about: 7,300 Cu. Yd. Excavation, 1,140 Cu. Yd. Bedding Material, 7,324 Ln. F. PV Chloride Pipe, 240 Ln. Ft. CL 52 DI Pipe, 5 Each Air Relief Valve Assembly, Lump Sum Connection to Existing Main, 5.8 Acre Seed, 5.8 Acre Fertilizer, 6 Hour Condition Seedbed, 20 Sq. Yd. Concrete Sidewalk, Lump Sum Install Handicap Ramp, Lump Sum Comfort Station Renovation, Lump Sum Sprinkler System Improvements, Lump Sum Water System Improvements, Lump Sum Water System Modification, Lump Sum Irrigation System, Lump Sum Well Pit Improvement and other items. Contract to be completed by June 15, 1989. The estimated construction cost of this project is between $150,000 and $450,000.

The Disadvantaged Business Enterprises contract goals required for this contract are 8%.

Cost of plans and proposal $5.00 per set. This project is under the jurisdiction of the Great Falls District Engineer.

CGG:mb:2/a

DBE/WBE

Montana Department of Highways
2701 Prospect Ave.
Helena, MT 59620

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